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EXPAND THE WORK AND RAISE THE STANDARD OF  
POSTAL TELECOMMUNICATIONS AND  
TRANSPORTATION INDUSTRY

- COMMUNIST CHINA -

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EXPAND THE WORK AND RAISE THE STANDARD OF  
POSTAL TELECOMMUNICATIONS AND  
TRANSPORTATION INDUSTRY

- COMMUNIST CHINA -

[Following is the translation of an editorial published in Chieh-fang Jih-pao, Shanghai, 9 July 1960, page 1.]

Owing to the mass movement for technical reforms and technical revolution, Shanghai has done the utmost to raise the organizational operations level of transportation and telecommunication, and to elicit fully equipment potentialities. In the first half of 1960 Shanghai has victoriously fulfilled one half of the assigned task. However, existing transportation and telecommunication operations are still unable to meet industrial and agricultural demands and to satisfy the needs created by the great leap forward in other departments of the national economy. In the second half of 1960 transportation will be busy, and anti-Taiwan, flood, and drought prevention activities will be more urgent. Consequently, on the basis of the accomplishments in the first half of 1960, transportation and postal telecommunication departments are required to continue strengthening, expanding, and improving the technical revolution so that loading and unloading problems will be solved. Mechanized conveyors must be established so that transportation and telecommunication activities will be enhanced. Chain organization planning must be promoted so that technical revolution and production will be closely coordinated. The "one-knob" movement should be encouraged so that the needs arising from the great leap forward of the national economy will be met.

Although the degree of mechanization in loading

and unloading at the railway stations, wharfs, and bus stations is presently very high, and although new techniques in "rapid loading and rapid unloading" (such as improved cranes for unloading and fast loading on board) for ocean freighters have been created, the results are below expectations. The difficulties in unloading ships have not been solved. Many factories have internal transportation difficulties, principally due to the lack of mechanized conveyor equipment for assembling and distributing goods. The mechanized conveyor system is based on the principle of dropping heavy articles from above onto a chute and allowing them to slide down some distance; thus the distribution and unloading of goods is facilitated. It has a simple structure and can be operated easily. Its efficiency is several dozen times, or even several hundred times, higher than that of manual handling. It is a rapid and labor-saving method, which can be said to be a revolution in loading and unloading operations. In Shanghai, about 60-70% of the goods can be loaded or unloaded by mechanized conveyor equipment. Therefore, efforts must be given to solve the problem of establishing mechanized conveyor equipment at the assembling and distribution points in railway stations, wharfs, warehouses, and factories so that goods can be rapidly loaded onto or unloaded from railway cars, ocean freighters, trucks, and internal vehicles of factories. This will double loading and unloading efficiency and promote the "one-knob" movement in the transportation front.

While efforts are being exerted to establish mechanized conveyor equipment and to overcome production difficulties, efforts must also be given to strengthen, expand, and raise the standard of those items involved in the recent accomplishments. Mechanized conveyor equipment can only solve the problem of loading and unloading goods, but the other functions of the mechanized and semi-mechanized equipment have not been fully utilized. Judging from experiences of various units in the transportation and telecommunication departments, in order to attain results commensurate with the efforts exerted in strengthening, expanding, and raising the standards of the transportation industry, (besides criticizing inertia, fear, complacency, favour things foreign and hate things native, like bigness and dislike smallness, and other prejudices) there must be an effective solution to the problem of weaknesses in production.

There must also be all-out planning and organized attempts to promote a comparing, learning, catching-up, and assisting movement. In order to attain great leap forward achievements in production, attention should be focused on a few reform items which must be strengthened, expanded and raised, not only once, but again and again, so that the strengthened and expanded items will become the central themes of organized competition, thus promoting the comparing, learning, catching-up, and assisting movement.

It is only under such conditions that most workers can "exert strength on the blade" and can rapidly gain a command over new techniques and new equipment. In the Shanghai Telephone Company, confronted by the low efficiency in the switch-board operations, the workers have initiated a competition, which in a very short time has developed a side-line connecting technique and has raised service efficiency from the 75% in April to 97% in June. This is a very outstanding illustration.

The experiences of various units in the transportation and telecommunication departments indicate that, in order to apply the newly achieved reform items to production processes, utilization, completion, coordination, and management must be employed, with utilization as the pivotal link. Utilization is a means to an end. It is only through repeated utilization that weakness in a new technique or new equipment can be discovered and necessary improvements made. The case of the several hundreds of locally-made railway carts used at the various stations showed that through repeated usage it was discovered that it was necessary to add a device in order to facilitate the carts in changing directions.

Utilizing newly achieved reform items has a great effect on production. Completion and coordination are two important problems that confront the workers each time they make use of a new technique or new equipment. In the early stage of technical revolution, the workers in a very short time created a great quantity of new tools and new equipment, but because of inferior materials, lack of standardized specifications, absence of previous experience, and lack of skilled labor, these new tools and equipment were frequently damaged.

Without proper utilization new tools and equipment cannot attain a permanent place in production process. Consequently, there will be no chance for them

to be expanded and their standard raised. When a locally-made railway cart is completed, it must be equipped with a complete set of accessories used to transport various types of goods. Every new coal truck must be equipped with an automatic unloading device. If a new device is added to one end of a telegraphic circuit, an equivalent new device must be added to the other end; otherwise the new device cannot function properly. In transportation and telecommunication operations, all parts of the equipment must be properly coordinated and completed with accessories.

After utilization, completion, and coordination have been attained, management must do its part. Again, there should be production organization, labor organization, and systematic regulations, otherwise new tools and new equipment cannot function properly in the production process.

The active developments of the all-out leap forward in industrial and agricultural production and in technical revolution have brought a new problem to transportation and telecommunication organizational operations: it is the problem of raising the level of organizational operations. In Shanghai at the present time, the communication and transportation departments are trying to organize transportation facilities with "chain organization planning," based on transportation principles. They are getting results. Empty truck travelling distance has been reduced. The rate of vehicle movements has increased. More goods have been handled, and gasoline has been saved. Chain organization planning has been applied to the telecommunication department.

The advanced experiences gained by these departments must be faithfully summarized, widely expanded to the railway, bay, maritime, and truck transportation departments, and fully used to elicit equipment potentialities. The transportation department should initiate the organization of freight sources, while the material department should initiate transportation planning. They should encourage each other, so that all equipment will be fully employed and all potentialities completely applied. Only in this way will inadequate equipment meet the increasing demands of transportation.

However, "chain organization planning" and scientifically and rationally outlined transportation and telecommunication activities merely constitute a beginning.



In order to apply the plan thoroughly, the masses must be prompted to undertake a broad development of a "stream line" cooperation movement, wherein the different links in transportation and telecommunication are closely knit; thus a complete chain will be made to increase train, ship, and goods movement, and to raise equipment efficiency.

At present, the transportation department must vigorously develop the "stream line" movement among the different operations of production, supply, transportation, and marketing with "the-goods-never-touch-ground" as the central theme. The masses must participate in the "wrapping streamline, supporting streamline" activities.

Judging from existing conditions, the advanced "streamline" experiences of Chin-huang-tao applied in Shanghai for nearly a year, have conditionally raised the level of "streamline", and organize the transferring activities in transportation on "the-goods-never-touch-ground" principle. For instance, in Shanghai Port in May this year, the direct ship-to-ship transferring operation has handled more than 500,000 tons of goods, while the direct ship-to-train transferring operation has handled more than 50,000 tons of goods.

With the railways, Chiang-wan Station's direct train-to-truck transferring operation has handled 40% of the total volume of goods passing through that station in May. These excellent experiences must be continually organized and further developed.

Present conditions are very advantageous. On the broad transportation and postal telecommunication front, the masses have a very high morale. Technical revolution and production have gained all-out achievements.

The leading cadres in the transportation and telecommunication departments must maintain their political prominence, make rapid improvements, plunge deep into the first line of production, carry out the "seriously-seize, completely-seize, carefully-seize, totally-seize" spirit in order to welcome the heavy transportation and telecommunication task in the second half of the year. They must also struggle for the all-out over-fulfillment of the 1960 goals set in the national plan so that the demands created by the continuous leaping forward in industry, agriculture, and the various departments of the national economy will be fully satisfied.

FOR REASONS OF SPEED AND ECONOMY  
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